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SOURCE Newspapers as indicated.

DISCUSSES SHIPBUILDING PROGRAM IN EAST GERMANY;
REPORTS EXPANSION OF TRANSPORT FACILITIES

USSR CONTROLS SHIPBUILDING -- Norges Handels og Sjøfartstidende, No 114, 22 May 50

The shipbuilding program in Soviet Zone Germany is constantly being expanded, writes Die Welt /British licensed/. During 1949, a total of 60 million Deutsche Marks (East) were invested to expand the shipyards. This expansion is continuing in 1950 with the investment of 110 million Deutsche Marks (East), plus an increase in the labor force from 27,000 to 45,000 workers. The newspaper claims that the USSR is attempting to fit the shipbuilding program in East Germany into her own shipping program in the Baltic Sea. Workshops of various sizes are being constructed, plus yards capable of handling seagoing ships up to 500 tons and tugboats and lighters displacing up to 300 tons. All 33 shipyards in the Soviet Zone are already included in this plan.

The Neptun yard in Rostock is now a so-called SAG (Soviet corporation), and 20 other yards are socialized, people-owned installations. The remainder, mostly small enterprises, are still privately owned.

During the past few months, however, the lack of West German steel has caused a reduction in production, especially at the people-owned yard in Wismar. The Warnow yard in Warnemuende, the Neptun yard in Rostock, and the Schiffsreparaturwerft (Ship Repair Yard) in Wismar are the foremost yards repairing Soviet ships.

Planned expansion work in 1950 includes the Bodden yard in Damgarten, the Peene works in Wolgast, and the People's Shipyard in Stralsund. They are primarily concerned with the construction of seagoing fishing vessels. The Stralsund yard plans to build 100 fishing cutters in 1951.

A yard which can handle tugboats up to 300 tons is being constructed in Rechtlin. The shipyards in Rosslau, which last year constructed several 280-ton cutters, are to be expanded. The Klaus Engelbrecht yard in the East Sector of Berlin is being reconstructed, and it will be able to deliver 24 seagoing fishing vessels by the end of 1950.

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All the new constructions in the Soviet Zone shipyards are going to the USSR as reparation deliveries. The Soviets' own fishing fleet is in poor condition.

Die Welt states that while the new ships delivered to the Soviet Union are actually equipped as fishing vessels, they are so constructed that they can be armed and placed in service as coastal patrol ships.

Although the shipbuilding plans in East Germany are extensive, Die Welt does not believe that the program can be accomplished until West Germany again begins to make steel deliveries, or until the quality of the steel production in the Soviet Zone improves. The only other solution, according to Die Welt, would be for some other East European country to deliver the necessary amount of steel.

TRANSSHIPMENTS INCREASE IN BALTIC PORTS -- Nachrichten fuer Aussenhandel, No 29, 15 Apr 50

Transshipment activities in the Rostock and Warnemuende harbors increased from 785,000 tons in 1948 to 1.32 million tons in 1949. Compared with 1939, 1949 transshipments represent an increase of 273 percent. The number of loading cranes in both harbors was increased from 3 to 13, and 28 kilometers of rails were added to the harbor tracks. With the completion of five new loading bridges, transshipment capacity will be increased by 1.2 million tons by the end of 1950.

Transshipments in Stralsund harbor amounted to 400,000 tons in 1938, 375,000 tons in 1948, and 690,000 tons in 1949. The harbor handled 3,310 ships in 1938, almost 5,000 in 1948, and nearly 6,000 in 1949.

50,000 RR CARS REPAIRED -- Taegliche Rundschau, No 84, 9 Apr 50

The Magdeburg-Salbke Railroad Repair Yard has repaired 50,000 railroad cars since the end of the war. This repair yard was almost completely destroyed during the war, but has been rebuilt and substantially enlarged.

SACHSEN OPENS NEW BUS LINES -- Freie Presse, No 108, 12 May 50

During the first quarter of 1950, 21 new bus lines were established in Sachsen. The buses are run in the Erzgebirge and Vogtland districts and in certain areas of East Sachsen, where transportation is poor. The new routes are of greatest benefit to the workers in the industrial centers.

SACHSEN EXTENDS ROAD NETWORK -- Taegliche Rundschau, No 86, 13 Apr 50

A total of 13.8 million Deutsche marks have been made available for maintenance and extension of roads in Sachsen. The most important part of the program is the construction of new roads, particularly in the brown-coal area in the vicinity of Leipzig.

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